



**Planning, Development
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DATE: 08.14.2014
TO: ProTrak
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■ **MURRAY SUBDIVISION [TRC Plan Review]**

↻ Initial Review Note ↻

All comments are based on adopted policy documents, specific City of Wilmington Land Development Code (CofW LDC) and City of Wilmington Technical Standards and Specifications Manual (CofWTSSM) requirements in effect at the time of this review. These have been noted after the comment as appropriate for your ease in further research.

The City Engineer may administratively approve dimensional variance requests per LDC Sec. 18-348. If the Applicant feels further interpretation is in order, please contact Transportation Planning directly to discuss in additional detail. Please apply for all administrative variances in writing, an email is acceptable or this may be included on the plan set. Please see Sec. 18-348 of the Land Development Code for the information required to process a variance request.

NCDOT:

It is the Applicant's responsibility to coordinate directly with NCDOT to determine if any driveway permits/ revisions/ review processes are required. Contact Allen Hancock, PE at 910.251.2655. Please note additional comments may be forthcoming once coordination occurs.

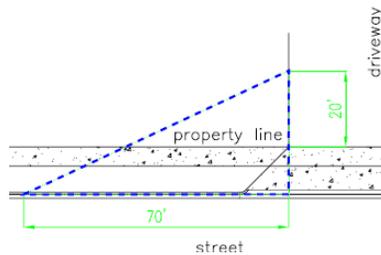
TECHNICAL STANDARDS – NEW ROADS:

1. The proposed 34' private access easement does not appear to have a minimum 10' for utility and storm water, per Table 1, minimum standards for non-arterial streets in residential areas and subdivisions. The proposed access easement has reduced the utility area to 4' and further restricted usage by placing it beside a fence and property line. [\[7-4 CofW Tech Stds\]](#)
2. Revise the proposed cross-section detail for the 34' Private Access Easement per SD 1-14. The detail does not provide the required minimum 6" of base material or allow adequate utilities spacing along the wooden fence. [\[7-4 CofW Tech Stds\]](#) [\[SD 1-14, CofW TSSM\]](#)
3. Construct the proposed 34' Private Access Easement with inverted crown, per the SD 1-14.

TECHNICAL STANDARDS – ACCESS (driveway, sidewalk, sight distance):

4. Show driveways for adjacent lots and lots across the street.
5. Driveways shall be City-standard ramp-type driveways. Show appropriate City standard detail(s) on plan. [\[Chapter VII ,Detail SD 8-02 \(curb\) CofWTSSM\]](#)

6. Show all adjacent traffic signs and pavement markings on the plan. [Sec. 18-529(b)(2) CofW LDC]
7. Show and apply the City's 20'x70' sight distance triangle at each driveway on the site plan and landscaping plan. [Sec.18-529(c)(3)CofW LDC] Add a note indicating that all proposed vegetation within sight triangles shall not interfere with clear visual sight lines from 30"-10'. [Sec.18-566 CofW LDC]



8. If the proposed water meter vaults and valve structures are located within the 20'x70' Sight Distance Triangle, ensure they do not block clear visual sight lines from 30" to 10'. [Sec.18-566 CofW LDC]
9. The proposed driveway has a 13' taper; this can be reduced to 5'. [Chapter VII, C, Table 4 CofWTSSM]
10. The driveway curb return must be at least 6.5' from intersecting property lines. [Chap. VII, C, Table 4 CofWTSSM]
11. Remove the detail for a Driveway with type H curb, if this type of curb is not being used.
12. Remove Traffic note# 11. The development proposes a Private Access Easement, not an Alley.

GENERAL NOTES TO ADD TO THE PLAN:

- A. A utility cut permit is required for each open cut of a City street. Note this on the plan and contact 341-5888 for more details. In certain cases an entire resurfacing of the area being open cut may be required.
- B. A landscaping plan indicating the location of required street trees shall be submitted to the City of Wilmington Traffic Engineering Division and Parks and Recreation Department for review and approval prior to the recording of the final plat. [SD 15-14 CofW Tech Stds]

MISCELLANEOUS:

- ❖ Transportation Planning Staff will review the landscape plan once submitted for compliance with sight distance requirements.

Please let me know if you have any questions or if I can be of further assistance as this development moves through the review process.